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The Daily Press.

HONGKONG APRIL 23RD, 1908

The Chinese Government has been complaining about cartoons in the *Tokyo Puck*. It is a humorous journal, less artistic than *Punch*, less clever than *Life*, and only a little more vulgar than its namesake. It deals mostly with politics, and after due allowance has been made for national differences in questions of taste, any fair-minded foreigner will admit that it is a journal not wholly to be condemned. That Chinese officials should have protested against the libelous misstatements of some of its cartoons on matters Chinese is not to be wondered at. They have, though, they may not always demonstrate it in their own conduct, a prodigious reverence for the members of the Imperial House of Peking, and their sense of humour is of a pattern not easily appreciated by foreigners. When foreign newspapers enthusiastically champion the Chinese protest, however, and announce the *Tokyo Puck* as a scurrilous publication, we are surprised. At least, we would be, did we not suspect that this sympathy with Chinese lack of humour is largely inspired by antipathy to all things Japanese. The Japanese Minister at Peking was sorry to think the *Tokyo Puck* cartoonists had caused offence, but explained that it was difficult to interfere in such a matter. He, however, passed on the complaint to his superiors in Tokyo, and the Japanese Government, with their remarkable disposition to oblige, at once issued a serious warning to the offending journal. In one way, this was perhaps wise, as Japan has sufficient gratuitous enemies without provoking more; but in principle the thing is absurd. Chinese press laws, now

being enforced, are all wrong, and would not be tolerated in Anglo-Saxon countries. Japanese press laws, though stringent enough, are modelled on wiser examples. As for making mischief, we read the serious papers far more. Cartoons that show small respect for sacrosanct royalties—though coming with a very bad grace from a country where the Divine Right is still believed in—are quite inoffensive when compared with many of the mean things oracularly uttered by newspapers which do not care what horrors they provoke so long as they can score a point and tickle the groundlings who share their petty prejudices and envious carplings. There is something seriously the matter with the intellect of people who find it in their hearts to suppress Gilbertian humour, in their craven fear of hurting the feelings of people who are perhaps less touchy than they themselves would be. In the case of *The Osaka*, it had to be admitted that no Japanese worth considering ever took offence at that funny production. The sensitive ones are usually those idiots who cling to the exploded superstition that kings and princes are something more than mortal, and would regard a laugh at the expense of a throne-hiller as on a par with blasphemy. SHYLOCK's spirited argument that Jews are very much like human beings ought to be repeated for the benefit of those who idolise monarchs. The latter share all the functional sordidities of a plebeian—a royal nose will bleed if punched, and royalty may have a colic like any other glutton of lower degree. Even in America, where the people are supposed to have long ago found out this simple truth, some of them have been going on in a perfectly disgraceful way about the reported engagement of a millionaire's daughter to the Duke of the Abruzzi. Would it have been what is hypocritically called a morganatic marriage? The Duke of the Abruzzi appears to be a very estimable fellow, and we do not want to speak disrespectfully of him. Looking at his photograph, however, we see nothing more than a human face, with a prognathous jaw, and ears that stick out like the handles of a vase. Why should a morganatic marriage with a cousin of the King of Italy be less dishonourable than a similar arrangement between Jack and Jill? Why should it be wicked to laugh at the Empress Dowager—supposing we find it possible to laugh at all at that author of much evil—than at Miss Pankhurst the Suffragette? *The Nibelungen* of Zurich, a paper of the *Tokyo Puck* sort, had last month a cartoon showing all the rulers of the world, very rudely caricatured, thanking the Lord that they were "not as those other men"—an allusion to the victims of a recent regicidal outrage. Yet the Swiss ministers at St. Petersburg, Berlin, or London were not asked to forward complaints to Switzerland. Not only all the avowed comic papers in Europe and America deal ungenially with the Japanese, but many of the involuntarily comic journals are constantly doing so. That would, of course, be no defence if the *Tokyo Puck* had been going to unreasonable lengths, for a paper of its class; but it is a proper argument to address to those smug hypocrites who have been professing indignation at some of its sallies.

The plague list now numbers 83, there having been six new cases yesterday.

In the Supreme Court on Tuesday in chambers before the Chief Justice Mr. Hastings of Messrs. Hastings and Hastings made an application for winding up the Hongkong Milling Company. The application was granted and Mr. J. F. Chad was appointed receiver.

The Criminal Sessions were formally opened yesterday by the Chief Justice and adjourned until to-day. There are only two cases for trial. The Attorney-General did not file an indictment against Fung Tim, who was charged with burglary at Wong-nel-cheong.

It is understood that the Grand Council has telegraphed to H.E. Lu Chuan-lin, who is studying the conditions of Shanai, asking him to instruct the Dalai Lama, who is at present at Wutaishan recuperating his health, to go up to Peking for Imperial audience.

Mr. F. J. Baker, of Messrs Kelly and Walsh, who was some time ago transferred from Hongkong to Yokohama, had an exciting experience last month in the latter city. He woke one night to find a burglar in his room—he is staying in the Waverley Hotel—and he quietly watched the intruder as he searched the pockets of his clothes and also investigated the contents of a cupboard. The man left the room, but returned again. However he became alarmed and ran off. Mr. Baker giving chase. He came up with the burglar as he was getting over a wall, and caught him by the leg, but the latter broke off a piling with which he belaboured Mr. Baker, who was forced to let him go. The thief got away with a pocket book and some money and papers.

A paper chase, the first here, took place at Kowloon on Tuesday under the auspices of the U.S.R. Club.

A coolie, who was knocked down on the 6th instant by a runaway truck in Queen's Road, has just died after terrible sufferings in the hospital.

The transport "Duffin" has arrived from the North with part of the 3rd Middlesex and the 47th Sikhs. She sails on Saturday with No. 4 Coy. H.K.S.B.E.G.A. details of the same battalion and followers from North China attached to the 13th Rajputs.

The accounts and records of St. Andrew's Church, Kowloon, for 1907, have just been printed. "Sir Paul Chater has generously promised to erect a house on the Church land for the Chaplain's residence, and this will be greatly appreciated by the Church and community, as securing a valuable help to incumbents in time to come." The expenses for 1908 are estimated at £4,000. From April 1st to Dec. 31st there were 39 Communion, with 229 communicants; there were ten baptisms and one marriage. The total receipts were \$2,010.33, of which \$185.50 remains to carry forward.

H.B. Collins, who has been serving a sentence in the British Gaol, came before the Supreme Court yesterday says the "Shanghai Times." An order had been added of his sentence that at the expiry of his term he should either find security for good behaviour or be deported. Mr. Bourne, who was on the Bench, fixed the security at £4,000, in two sums of £2,000 for each of two British subjects of good report. Not finding security the man was ordered to be deported, and as he had been born in Hongkong he was ordered to be sent there. (It will be remembered that Collins was originally convicted of espionage in Japan and later of being in possession of bombs in China.)

Mr. Babinion, of Messrs. Shawan Tomes and Co., had his residence at 63 Robinson Road burglarized on Tuesday night by a discharged houseboy who however was not allowed to go far with his spoil. He was met in the early hours of the morning by P. C. Sullivan who had his suspicions aroused by seeing the boy carrying rather a bulky parcel. He arrested him and the parcel was found to contain a number of pieces of electric plate, including a clock. He was placed before Mr. Wood at the Magistrate's yesterday and sentenced to six months' imprisonment. It is interesting to note that the clock in question has been twice stolen. On the previous occasion it was recovered in a pawnshop.

Last night an official dinner was given at Government House when the following guests were present:—Mr. L. A. M. Johnston, Mr. F. Irving, H.E. Colonel Darling, Mr. G. H. Wakeman, Mr. J. R. Wood, Mr. and Mrs. Pollock, Captain Smith, H.M.S. "Monmouth"; Rev. J. Besty M.A., H.M.S. "King Alfred"; Captain Ryan, H.M.S. "Astraea"; Major Chitty, Major and Mrs. Fisher, Major and Mrs. Logan, Major Lauder, Colonel Dumbleton, Captain and Mrs. Walker, Mr. Seane, Mr. and Mrs. Dowley, Dr. and Mrs. Pearce, Mr. Barrington Deacon, Dr. and Mrs. Jordan, M. and Mde. Beridogus, Mr. and Mrs. Clayton, Mr. and Mrs. H. W. Bird, Mr. F. Clarke, Commander Sears, U.S.S. "Concord," and Captain C. F. Knaggs.

While Mr. Bryan is unable to claim New York's delegation to the National Democratic Convention at Denver in June, for it will probably be unrepresented, he was received with boundless enthusiasm at a mass meeting of 10,000 people in Chicago. He called President Roosevelt a spasmodic reformer, and said that Mr. Hughes was more concerned over the inquiry of the Standard Oil than over the rights of the common people. He denounced Mr. Taft as a protector of trusts and a sphinx on tariff revision. The issue in the election campaign, he declared, was whether predatory wealth—using President Roosevelt's own phrase—to the intense delight of the audience—should continue to enslave 80,000,000 souls, or whether the 80,000,000 should control the great corporations. Incidentally he had the vast throng rocking with laughter and cheers, as he pictured the modern American girl of large wealth "buying a Royal husband."

Says the N.C. Daily News of April 14th:—Among the passengers who left Shanghai by the Sibiran mail on Friday last was Mr. W. G. Bayne, who, for the past eight or nine years has been Secretary of the North China Insurance Company at this port. Mr. Bayne—"Willie" as he was known among his more intimate friends—came out to China in 1864 to join the local branch of the Bank of Hindustan, China and Japan. About four years after his arrival there was a crisis in the fortunes of the bank, and its office here was closed. Mr. Bayne then joined the North China Insurance Company, and after some years' service in the Shanghai Office went to Yokohama. Thence he went down to Singapore, where he established and opened the Company's agency. A few years later he went to Yokohama as agent, and on the transfer of Mr. J. K. Davis to the London Agency Mr. Bayne succeeded him as Secretary of the Company. Mr. Bayne was universally popular wherever he went. As an after-dinner speaker he had few equals in the Far East. He was at one time Secretary of the Shanghai Race Club and of the A. D. C. and he was President of the latter up to the date of his departure. He was chairman of the Council about five years ago, and has always taken an active interest in local affairs. Mr. Bayne goes to London to take charge of the Company's Agency there, in succession to Mr. J. K. Davis, who has retired on account of ill-health.

TELEGRAMS.

["DAILY PRESS" EXCLUSIVE SERVICE.]

DEATH OF SIR HENRY CAMPBELL BANNERMAN.

LONDON, April 22nd.

Sir Henry Campbell-Bannerman is dead.

[Recent telegrams must have prepared the minds of most readers for this sad news. The announcement that he was becoming weaker, added to the knowledge that he had passed nearly allotted years, could only point to one conclusion, so that his death at this time could not but be expected. Yet though there are many in the Empire who did not see eye to eye with him and though there are many who were in violent opposition to his political aims there are few who will not learn of his passing away without a feeling of regret. He was one of the great men of the country, and his old-fashioned dignity, his approved statesmanship, and his lovable disposition marked him as an interesting and attractive personality. Since the death of his wife, more than a year ago, he lost his robust appearance, and doubtless his less hastened the decline which was noticeable afterwards. He has been ill for three months and was unable to be in his place in the House at the beginning of the present Session. He gradually became weaker, and when only a fortnight ago he resigned the premiership it was felt that the end could not be far off. Now it has come and the country is the poorer by his death.]

The Right Honourable Sir Henry Campbell-Bannerman, G.C.B., the second son of the late Sir James Campbell, of Strathgarry, Fifeshire, and was born in 1836. He was educated at Glasgow University and at Trinity College, Cambridge. In 1872 he assumed the additional surname of Bannerman under the will of his uncle Mr. Henry Bannerman, of Hanton, Shropshire. He has represented the Stirling Burghs since 1868, which is exceptional in itself. He first took office in a Liberal Administration in 1871 when he became Financial Secretary at the War Office, a position to which he was again appointed in 1880 on the return of the Liberals to power. In 1882 he succeeded Mr. Trevelyan as Secretary to the Admiralty, and in 1884 became Chief Secretary for Ireland. In Mr. Gladstone's third cabinet he held the office of Secretary of State for War. The faithful champion of Mr. Gladstone, he stood loyally by his chief at the time of the great disruption over the Home Rule question, and he succeeded to the leadership of the party when Lord Rosebery resigned. For a decade he was Leader of the Opposition in the House of Commons, but the return of the Liberals in 1905 saw him in office again as Prime Minister and First Lord of the Treasury.

A few weeks ago King Edward visited the Premier in his room, and of courtesy never before shown by a British monarch.]

RAILWAY COLLISION IN AUSTRALIA.

LONDON, April 22nd.

Forty-two persons have been killed and 140 injured by a railway collision at Melbourne.

THE KING OF PORTUGAL.

LONDON, April 22nd.

A plot to assassinate King Manuel is reported from Portugal.

FRONTIER TROUBLES.

LONDON, April 22nd.

Ten thousand Mohmands are facing the British.

[REUTERS' SERVICE.]

ITALY AND TURKEY.

LONDON, April 20th.

Italy's demands from Turkey include a right for foreigners to acquire property in Turkey, and a cessation of the obstructions in the coasting trade.

The *Tribuna* states that Italy has kept the Powers informed re the Post Office negotiations, and even Germany has recognised her demands as well founded and her attitude correct. Prince Buelow re-expressed this view in his conference with Signor Tittoni on Friday. The fleet sails to-day.

Eleven Italian warships are proceeding to the Levant, commanded by Admiral Gernet; the squadron includes the *Regina Elena*, commanded by the Duc d'Abruzzi. The Italian newspapers hint at a possible occupation of the Island of Algean, and expect that a naval demonstration will be made against Smyrna. The demonstration has surprised Europe, as it was not preceded by any intimation of the existence of a dispute, and it is regarded as of great significance, in view of the presence of the Kaiser in the Mediterranean and Prince Buelow's visit to Rome. The position regarding the French Coal Mining Co., the *Société de Héracle*, threatens to assume a critical aspect. It is stated that the French Embassy has notified the Porte that they will exact £500 for every day's delay of the settlement, as well as Frs. 14,000,000 for compensation and losses to the Company through the attitude of the Porte. Mr. Constant has had an audience with the Sultan.

The Ottoman Ambassador has visited Signor Tittoni, and intimated that if Italy only demanded the establishment of post offices in the five towns where foreign post offices already are, there was no reason to treat Italy differently to other countries; the Ambassador added that the Porte had not conceded its rights in reference to post offices, and that any future proceedings concerning them would include Italy. Signor Tittoni expressed his satisfaction. The naval demonstration has been countermanded.

MURDER IN CONNAUGHT ROAD.

Another murder came under the notice of the police on Tuesday evening. On that evening about 6.30 a coolie employed in the office of Messrs. Butterfield and Swire was found lying on the top verandah of the buildings in Connaught Road in a pool of blood and with a stab wound in the abdomen. The coolie who made the discovery called the police. Sergt. Garrod attended, and obtained a statement from the dying man in which he charged another coolie with attacking him. The injured man was taken to the hospital but he died before reaching it. The police succeeded in arresting the man who was accused by the victim and he was brought before Mr. Kemp at the Magistrate's yesterday on a charge of murder and remanded for a week.

HOTELS IN CHINA AND THE FAR EAST.

A CONSULAR RECOMMENDATION.

The following report on the need of modern hotels in China and the Far East was recently transmitted by Mr. Wilbur T. Gracey, American Consul at Tsingtau:

"There is an excellent opportunity in China for establishing good modern hotels, and positions are frequently open to first-class hotel managers. In Tsingtau there are two hotels of the first grade, run under the same management, and owned by a limited liability company. During the past summer several hundred guests have come to Tsingtau for the season, and this port is becoming the summer resort of China. Most of the hotels have been obliged to live in the hotels, being practically no boarding houses, and the hotel, located on the bathing beach, has secured most of the trade. This hotel is provided with 40 rooms only, and has been continually filled during the summer months. Many persons have come here from the other parts of China, expecting to secure accommodation, and have been obliged to put up at the town branch of this hotel, 3 miles distant. Continual complaints have been made of the inadequacy of the accommodation, and it is stated that practically all the rooms are engaged for the summer of 1908. Most of the guests patronising this hotel are British from Shanghai and Tientsin, though occasional guests come for the summer from as far south as Hongkong and as far north as Newchuan."

"The charges in Tsingtau hotels amount to approximately \$4 to \$4.50 gold per day, and other incidentals bring this up to probably an average of \$5 to \$6 gold per guest per day. In Shanghai there are three good hotels, and a new one in process of construction; but they are all much inferior to the hotels of the United States, largely owing to the lack of knowledge on the part of the managers. Prices charged guests are high, probably more than double those of the same grade of hotel in America, and the cost of servants, food, etc., is very much less than at home."

"An organised hotel company, with buildings at Shanghai, Hongkong, Tientsin, Yokohama, Kobe, and possibly Nagasaki, Peking, and Manila, with good managers in each port and a general manager spending a portion of the year in each hotel, run on modern American lines, with all conveniences, ought to pay well for the investment. The question of cost is not of great importance to the travelling public, who are willing to pay well for first-class accommodations, but at the present time no traveller will say that there is a really first-class hotel in the Far East."

FAR EASTERN CABLES.

"The *Manchu Nichi Nichi*" (Taiwan) states that according to a translation in the "Nagasaki Press" the Japanese Government has decided to repair the cable between Port Arthur and Chefoo, which was cut by Japanese warships during the war.

The cable was laid in 1901 by the Great Northern Telegraph Company under instructions from the Russian Government, and operated until cut by the latter. The Japanese authorities have hesitated to touch the cable up to the present, but as the Great Northern Telegraph Company has not moved in the matter it will now be claimed as a legitimate prize of war, and no protest is anticipated to result from the Chinese Government or the Company.

Neither the Chinese Government nor the Great Northern Telegraph Company is likely to protest in this matter, as the line was the property of the Russian Government; for the company laid it by contract as the company did the Weihaiwei line for the British Government, and the Taku-Chiaofo lines for the Chinese.

"The Japan Advertiser" states:—The question of purchase by Japan from the Great Northern Telegraph Co. of the submarine cable between Fusan and Taushimu Island is again raising interest.

"Several times since the signing in April, 1905, of the treaty whereby Japan assumed control of communications in Korea, this country has pronounced the Danish company with a proposed purchase. The last conference with this end in view took place in the summer of 1907, and the Communications Department was then informed by the Company's representative that there was no objection to the transaction, but that it would be impossible unless the agreement made between the Company and Japan in 1882 was amended. This agreement, according to the *Tokyo Press*, provides among other things that neither Japan nor any third party shall lay any cable lines between Japan and the continent of Asia.

"On May 4 next there will open at Lisbon an international Telegraph Convention, and the consideration of the question by the representatives of both parties will be resumed on that occasion."

Those negotiations probably gave rise to the rumour that one of the main lines was to be sold to the Japanese Government, which is quite untrue. The small branch line from Taushimu to Fusan will not affect the Danish company's service in any way.

A writer in the *New York Times* says:—"The Japanese seem to get much more out of a trade-mark than we do." He continues:—"All of the larger concerns have a distinct mark, usually some geometric design, with which everything in any way identified, with the company is plainly marked. Immediately upon reaching Japan, European tourists begin to study these marks, and after a few days are able to tell a great deal about commerce and shipping simply by having learned the characteristics of some of the larger companies. Even in the Chinese ports many Japanese goods are known by these marks by the most illiterate coolies, who could not pretend to read an advertisement."

JAPAN DISPELS WAR TALK.

AMERICAN NATION SURPRISED.

New York, March 20.

The whole country from Maine to California is stirred by the announcement that the great battleship fleet is to visit Japan.

The Jingo, who have tried vainly to raise a war scare since the fleet sailed from Hampton Roads, are effectively silenced by the Government, which to-day promptly accepted Japan's cordial invitation for the fleet to go to Japanese waters.

Thus the tension which was created by the despatch of this formidable armada on its long journey has been happily dispelled, and the universal relief can hardly be over-emphasised. It is felt in official circles that the visit may do much to create better relations between the two countries.

Many wild stories were circulated at the beginning of the cruise regarding the activity of Japanese spies. They were said to have been discovered in dockyards and fortresses, and even on the battleships. An alleged plot to blow up the fleet when off the coast of Brazil, and another "plot" to destroy the warships while passing through the Straits of Magellan, were both ascribed to Japanese agents. Now this is all changed.

When the fleet left Hampton Roads the country was in a state of nervous anticipation, and even the members of the Government felt greater anxiety than they were willing to admit. No such fleet had ever before attempted to round Cape Horn, and it seemed impossible that Admiral Evans could bring his battleships into the Pacific without serious casualties.

According to the verdict of naval experts, the fleet is in better condition to-day than it has ever been, and the voyage around Cape Horn has demonstrated the thorough worthiness of America's latest type of battleships.

According to the terms of the invitation, cabled to Mr. Takahira, the Japanese Ambassador, by the Foreign Office at Tokyo, Rear-Admiral Evans is asked to visit any of the ports he chooses.

Mr. Takahira handed the invitation to Mr. Root, the Secretary of State, last night, and the Cabinet met to-day and accepted it promptly.

This promptness is considered to have prevented any invidious comment arising from the forthcoming visit of the fleet to Australia.

It is probable that Yokohama will be the port chosen by the Navy department for the fraternisation of American and Japanese sailors. The details of the visit will be worked out after the Government has communicated with Rear-Admiral Evans at Magdalena Bay. It will probably take place after the autumn target practice at Manila.

The entire fleet of sixteen battleships will participate in the visit. A similar invitation is expected from China, in which case the fleet will proceed from Yokohama to Shanghai and Hongkong. The return of the fleet to home waters will be delayed for several months.

Japan's invitation is by no means unexpected, for Viscount Hiyashi, the Foreign Minister, stated some weeks ago that the fleet would be very welcome should the American Government decide to include a Japanese port in its itinerary.

The present cruise of the American battleship fleet will be a record one in many respects. It will visit more foreign ports than any other fleet of like dimensions has ever done in a single cruise.

After leaving the Pacific coast for the Far East, the fleet will call at Hawaii and Fiji before proceeding to the Philippines. From Manila the fleet will go to Yokohama, and thence to Shanghai, Hongkong, Melbourne, and New Zealand.

Singapore, Colombo, Aden, Suez, Malta, and Gibraltar are other ports of call.

AN AMERICAN WOOING.

New York, March 22.

The three most feverishly debated questions since the mystery of the Duke of the Abruzzi, who sailed for Liverpool yesterday under the name of Luigi Sarto:—

Has Miss Katherine Elkins jilted the Duke, and is he hiding a broken heart under an alias?

Or has the Duke sailed for Europe in order to gain the consent of his cousin, the King of Italy, to his marriage with Miss Elkins?

Or is the Duke merely rejoining his ship, the *Regina*, because his leave expires in a few days; and is the story of his love affair merely a myth?

The newspapers and the leaders of New York society are anxiously discussing these questions. Society inclines to the first theory. The delicious novelty of an American girl jilting a royal duke is fully appreciated. Society is willing to believe that the Duke of the Abruzzi, despite his experience as an Arctic explorer, has been frozen out.

Two facts are absolutely indisputable: First, that the Duke of the Abruzzi has left America; and, secondly, that neither Miss Katherine Elkins nor her father, who is a typical mining millionaire, will ever consent to a morganatic marriage.

On such slender foundations the newspapers are hopelessly building many impossible romances.

Lossing sight of the fact that Miss Elkins could never become a royal princess, even if the King of Italy sanctioned her, some of the journals over refer to her as a possible future Queen of Italy.

There is no doubt whatever that the Duke of the Abruzzi and Miss Elkins are great friends, and that the former has been the guest of the Elkins family during his stay in the United States both on this and former occasions.

A meeting is said to have taken place at the Italian Embassy at Washington last week, between the Duke, Senator Elkins, and the Italian Ambassador, where the possibility of a marriage was discussed.

Senator Elkins is said to have stated emphatically that he would never consent to his daughter marrying the Duke unless the latter receive full official recognition at the Italian Court as the Duchess of the Abruzzi, not as a morganatic wife.

All the members of the Elkins family, as well as friends of Miss Elkins, refuse either to confirm or deny the reports regarding the Duke's departure, and the failure or success of his wooing.

No one imputes mercenary motives to his Royal Highness, for he is wealthy in his own right. He is undoubtedly a pretty low story behind the affair, and had the Duke been an ordinary nobleman an engagement would probably have been announced by this time.

The fact that he is the cousin of a King, and a member of the House of Savoy is responsible for the present difficulty.

The newspaper statements vary from the announcement that the marriage will take place at Easter, to the bald declaration that the Duke has been refused by Miss Elkins.

NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed to the Manager only, and special business matters to the Editor.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.

Telegraphic Address: Press, Codes: A.B.C., 5th Ed. Lieber's.

P.O. Box, 33. Telephone No. 12.

NEW ADVERTISEMENTS

NOTICE.

THE Interest and Responsibility of Mr. CARL WILHELM GEORG in our Firm CEASED on 31st December last.

ERICH GEORG & CO.

Hongkong, 23rd April, 1908. 763

STOCKBROKERS' ASSOCIATION OF HONGKONG.

THE Committee have fixed the following dates as SETTLEMENT DAYS for the year 1908:

WEDNESDAY, 29th April.
FRIDAY, 29th May.
MONDAY, 29th June.
THURSDAY, 30th July.
FRIDAY, 29th August.
TUESDAY, 24th September.
FRIDAY, 30th October.
FRIDAY, 27th November.
WEDNESDAY, 30th December.

By Order of the Committee,
J. F. WRIGHT,
Hon. Secretary.

Hongkong, 23rd April, 1908. 764

DOUGLAS STEAMSHIP COMPANY, LIMITED.

For SWATOW, AMOY AND FOCHOW.

THE Company's Steamship

"HATTAN,"
Captain J. S. Rosch, will be despatched for the above Ports on SUNDAY, the 23rd April, at 10 a.m.

For Freight or Passage apply to
DOUGLAS LAMPAIK & Co.,
General Managers.

Hongkong, 23rd April, 1908. 765

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "BENAVON,"
FROM ANTWERP, LONDON AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns, and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godown, and all Goods remaining undelivered after the 29th inst. will be subject to rent.

All Claims against the Steamer must be presented to the Underwriter on or before the 5th May, or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 29th inst., at 11 a.m.

No Fire Insurance has been effected. Bills of Lading will be countersigned by GIBB, LIVINGSTON & CO., Agents.

Hongkong, 22nd April, 1908. 766

NOTICE.

S.S. "CHOISING" GENERAL AVERAGE
S.S. "WONGKOT" GENERAL AVERAGE

ALL Claims against either of these General Averages for loss of or damage to Cargo must be sent to the Underwriter on or before the 30th MAY next or they will not be included in the statement.

Copies of the invoices (in English) must accompany the documents in support of the claims.

C. MONTAGUE EDE,
Adjuster.

Hongkong, 22nd April, 1908. 760

HONGKONG JOCKEY CLUB.

NOTICE.

THE HALF-YEARLY MEETING of the above Club will be held on SATURDAY, the 25th April, at 12.30 p.m., at the Offices of the Jockey Club on the ground floor of the Hongkong Club Annex, Chater Road.

By Order
T. F. HOUGH,
Clerk of the Course.

Hongkong, 11th April, 1908. 699

WANTED.

A FOUR or SIX-ROOMED HOUSE on Upper Level (Peak preferred), Furnished or Unfurnished.

Apply stating terms to
No. 3,
Care of "Daily Press" Office.
Hongkong, 17th April, 1908. 732

MAGISTRACY.

IT IS HEREBY NOTIFIED that a MEETING of the Magistrate's Justices of the Peace will be held at the Magistracy, at 2.15 p.m. on MONDAY, the 27th April, 1908, for the purpose of considering the following application under the Liquor Licences Ordinance, 1898, (Ordinance No. 8 of 1898), viz.:

To transfer from one L. M. LOBO to JOHN ELVIN BARKER as Publican Licence to sell by retail intoxicating liquors on premises numbered 148 and 150, Queen's Road Central, and 99 and 101, Wellington Street, under the sign of "THE STRA HOTEL."

J. H. KEMP,
Police Magistrate.

Hongkong, 16th April, 1908. 723

NOTICES OF FIRMS

NOTICE.

THE Interest and Responsibility of Mr. JAMES ORANGE in our Firm CEASED This Day.

LEIGH & ORANGE

Hongkong, 31st March, 1908. 635

NOTICE.

MR. ALBERT EDWIN GRIFFIN, Assoc. M. Inst. C. E., is from May 1st, 1908, admitted a PARTNER in our Firm, which will continue to carry on the business of Civil Engineers, Architects and Surveyors as heretofore, under the style of "Leigh & Orange."

LEIGH & ORANGE

Hongkong, 31st March, 1908. 636

INTIMATIONS.

IF YOU REQUIRE ARTISTIC PICTORIAL POSTCARDS POSTCARD PAINTING BOOKS.

STAMP, BIRTHDAY and POSTCARD ALBUMS, Mechanical Animals, Art Relief Novelties.

POSTAGE STAMPS in Bags, Packets, Sets, &c. &c.

AND All other Philatelic Goods

CALL AT—GRACA & CO., Hongkong Hotel Corridor.

Hongkong, 1st January, 1908. 645

S. IEN TING.

SURGEON DENTIST, No. 10, D'AGUILAS STREET.

TERMS VERY MODERATE. Consultation Free.

Hongkong, 21st September, 1906. 676

PRIVATE BOARD AND RESIDENCE

MRS. GILLANDERS

"CLAREMONT," 2 & 4, KENNEDY ROAD.

Hongkong, 8th February, 1907. 568

SINGON & CO.

IRON, STEEL, METAL and HARDWARE MERCHANTS. Wholesale and Retail Ironmongers. Pig Iron and Foundry Coke Importers. General Storekeepers and Shipchangers. 35 & 37, HING LOONG STREET, (2nd Street west of Central Market) Telephone No. 515.

600

SANG MOW.

BATTAN AND GRASS FURNITURE MAKER.

CHAIRS, TABLES, SETTEES & LONG CHAIRS.

BAMBOO BLINDS, MATTINGS in all colours on Sale.

All Orders receive prompt attention.

50A, QUEEN'S ROAD CENTRAL, HONGKONG.

Hongkong, 20th February, 1908. 401

COLD STORAGE.

THE HONGKONG ICE COMPANY, LTD., have 40,000 Cubic Feet of Cold Storage available at EAST POINT. Stores will be Open at 10 a.m. and 4 p.m. daily. Sunday excepted, to receive and deliver perishable goods.

G. K. HAXTON, Manager.

Hongkong 1st April, 1908. 43

STORAGE.

FOR COAL, TIMBER, &c.

TO BE LET, a Portion of MARINE LOT No. 235 at NORTH POINT, Suitable for above Purpose. EXTENSIVE WATER FRONT. DEEP WATER.

Also FOR SALE.

Portions of MARINE LOTS Nos. 31 & 38 on PRATA EAST. Approximate AREA 15,000 SQUARE FT. 99 YEARS' LEASE.

For Particulars, apply—

GEO. FENWICK & Co., Ltd.

Hongkong, 8th June, 1906. 184

MITSU BISHI DOCKYARD AND ENGINE WORKS, NAGASAKI.

CODE WORD: "DOCK."

A. I. A.B.C., and Engineering Code Use. NEW DOCK NOW OPEN.

DOCK No. 3.

Extreme Length... 722 feet

Length on Blocks... 714 "

Width of Entrance on Top... 964 "

Width of Entrance on Bottom... 844 "

Water on Blocks at Spring Tide 844 "

DOCK No. 1.

Extreme Length... 523 feet

Length on Blocks... 513 "

Width of Entrance on Top... 88 "

Width of Entrance on Bottom... 77 "

Water on Blocks at Spring Tide 64 "

DOCK No. 2.

Extreme Length... 571 feet

Length on Blocks... 561 "

Width of Entrance on Top... 86 "

Width of Entrance on Bottom... 73 "

Water on Blocks at Spring Tide 62 "

PATENT SLIP.

Suitable for vessels up to 1,000 TONS.

THE WORKS are well equipped with LATEST PLANTS and APPLIANCES to undertake BUILDING or REPAIRING SHIPS, ENGINES, and BOILERS, and also ELECTRICAL WORK.

A LARGE STOCK of MATERIAL is always kept on hand.

THE COMPANY has the powerful steamers "OURA-MART" (712 tons, 700 H.P.) specially built for SALVAGE PURPOSES equipped with necessary gear always ready for Short Notice.

PUBLIC COMPANIES

UNION INSURANCE SOCIETY OF CANTON, LIMITED.

NOTICE TO SHAREHOLDERS.

NOTICE IS HEREBY GIVEN that the THIRTY-FIFTH ORDINARY YEARLY MEETING of the Society will be held at its Head Office, No. 2, Queen's Buildings, Hongkong, THIS DAY (THURSDAY), the 23rd April, 1908, at Noon, for the purpose of receiving the Report of the Directors together with the Statements of Account to 31st December, 1907, and of declaring Dividends, &c.

The TRANSFER BOOKS of the Society will be CLOSED from the 18th April to the 23rd April, both days inclusive.

By Order of the Board,
C. MONTAGUE EDE,
Secretary.

Hongkong, 23rd April, 1908. 618

THE CHINA TRADERS' INSURANCE COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

NOTICE IS HEREBY GIVEN that the FORTY-SECOND ORDINARY MEETING of SHAREHOLDERS in the above Company will be held at the Head Office No. 2, Queen's Buildings, Hongkong, THIS DAY (THURSDAY), the 23rd April, 1908, at 12.30 p.m. for the purpose of receiving the Report of the Directors, together with Statements of Account to the 31st December, 1907, and of declaring Dividends, &c.

The TRANSFER BOOKS of the Company will be CLOSED from the 9th April to the 23rd April, both days inclusive.

By Order of the Board of Directors,
C. MONTAGUE EDE,
Secretary.

Hongkong, 23rd April, 1908. 614

GREEN ISLAND CEMENT CO., LTD.

THE NINETEENTH ORDINARY ANNUAL MEETING of the Shareholders in the Company will be held in the Office of the General Managers, St. George's Building, Victoria, on SATURDAY, 25th April, 1908, at 11 o'clock a.m. for the purpose of receiving a Statement of Accounts and the Report of the General Managers for the year ending 31st December, 1907, and of declaring a Dividend and electing Consulting Committee and Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from SATURDAY, 18th April, until SATURDAY, 25th April, both days inclusive.

SHEWAN, TOMES & CO.,
General Managers.

Hongkong, 11th April, 1908. 608

THE HONGKONG ELECTRIC CO., LTD.

NOTICE IS HEREBY GIVEN that the NINETEENTH ORDINARY GENERAL MEETING of the Shareholders will be held at the Company's Offices, St. George's Building, on SATURDAY, the 2nd May, at 2 o'clock NOON, for the purpose of presenting the Report of the Directors, together with a Statement of Accounts to 29th February, 1908, and electing Directors and Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from 18th April to 2nd May, both days inclusive.

By Order of the Board of Directors,
GIBB, LIVINGSTON & CO.,
Agents.

Hongkong, 14th April, 1908. 711

THE DIRECTORY AND CHRONICLE

FOR 1908

IS NOW ON SALE.

Copies may be obtained at the "HONGKONG DAILY PRESS" Office or from Booksellers throughout the Far East.

Hongkong, 15th February, 1908. 583

NOTICE TO CONSIGNEES.

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

NOTICE TO CONSIGNEES.

FROM YOKOHAMA, KOBE AND SHANGHAI.

THE Company's Steamship

"PERIA,"

having arrived, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Claims must be sent to the Office of the Underwriter before Noon on the 25th inst., or they will not be recognized.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 25th inst. will be subject to rent.

Bills of Lading will be countersigned by SANDER, WIELER & Co., Agents.

Hongkong, 18th April, 1908. 9

AMERICAN ASIATIC S.S. COMPANY

NOTICE TO CONSIGNEES.

FROM NEW YORK VIA SUEZ CANAL.

THE Steamship

"ST. DUNSTAN,"

Captain W. Jones, having arrived from the above Ports, Consignees of cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 27th inst. will be subject to rent.

All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on Monday, the 27th inst. at 3 p.m.

No Fire Insurance will be effected. Bills of Lading will be countersigned by SHEWAN TOMES & CO., General Agents.

Hongkong, 20th April, 1908. 746

NOTICES TO CONSIGNEES

NOTICE TO CONSIGNEES.

THE H.A.L. Steamship

"SENEGAMBIA,"
Captain Ekehara, having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Underwriter, and to take immediate delivery of their goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before Noon.

Any Cargo impeding for discharge will be landed into the Godowns, and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, and stored at Consignees' risk and expense.

All Claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 23rd inst. will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 22nd inst., at 3 p.m.

No Fire Insurance has been effected. HAMBURG-AMERIKA LINE, Hongkong Office.

Hongkong, 17th April, 1908. 738

NIPPON YUSEN KAISHA.

NOTICE TO CONSIGNEES.

FROM MIDDLESBOROUGH, ANTWERP, LONDON, COLOMBO AND SINGAPORE.

THE Company's Steamship

"KANAGAWA-MARU,"
having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godown at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be carried on unless instructions are given to the contrary before Noon, To-DAY.

Goods not cleared by the 23rd inst. will be subject to rent.

No Fire Insurance will be effected. Damaged packages must be left in the Godown for examination by the Consignees and the Co.'s representatives at an appointed hour. All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized.

No claims will be admitted after the goods have left the Godowns.

NIPPON YUSEN KAISHA,
Hongkong, 17th April, 1908. 745

NOTICE TO CONSIGNEES.

FROM SHANGHAI, YOKOHAMA, KOBE AND MOJI.

THE Steamship

"JAPAN,"
having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge will be landed at Consignees' risk and expense into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited.

No Fire Insurance will be effected. Bills of Lading will be countersigned by the undersigned.

DAVID SASSOON & Co., Ltd.,
Agents.

Hongkong, 20th April, 1908. 746

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"POONA,"
FROM ANTWERP, LONDON, MALTA, PORT SAID, SUEZ AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out Mark by Mark and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be landed here unless instructions are given to the contrary within 6 hours.

Goods not cleared by the 27th inst. at 4 p.m. will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignees and the Company's representatives at an appointed hour. All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns.

F. J. ABBOTT,
Acting-Superintendent.

Hongkong, 21st April, 1908. 1

NORDEUTSCHER LLOYD, BREMEN. IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"PRINZ EITEL FRIEDRICH,"
having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., Kowloon, whence delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before TUESDAY, the 21st inst., at NOON.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 28th inst. will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 28th inst., at 9.30 a.m.

All Claims must reach us before the 2nd prox., or they will not be recognized.

No Fire Insurance will be effected. Bills of Lading will be countersigned by the undersigned.

NORDEUTSCHER LLOYD, BREMEN & Co.,
Agents.

Hongkong, 21st April, 1908. 5

BANKS

THE MERCANTILE BANK OF INDIA, LIMITED.

AUTHORIZED CAPITAL ... £1,500,000
SUBSCRIBED ... 1,125,000
PAID-UP ... 562,500
RESERVE FUND ... 210,000

BANKERS:
LONDON JOINT STOCK BANK, LIMITED.

INTEREST allowed

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
MARSEILLES, LONDON and ANTWERP via SINGAPORE, PENANG, COLOMBO and PORT SAID	PERA Capt. W. W. Cooke, R.N.	On 24th April	Freight only.
SHANGHAI	DELTA Capt. C. L. Daniel	About 30th April	Freight and Passage.
LONDON via USUAL PORTS OF CALL	DEVANHA Capt. T. H. Hyde, R.N.	Noon, 2nd May	See Special Advertisement.

For further Particulars, apply to
F. J. ABBOTT,
Acting Superintendent.
Hongkong, 20th April, 1908.

CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	TO SAIL
Kobe, Ningpo, Shanghai and Chekiang	"CHINGTU"	On 23rd April, 4 P.M.
SHANGHAI	"KIUKIANG"	On 23rd April, 4 P.M.
HOHOW and HAIPHONG	"SINGAN"	On 25th April, 4 P.M.
TSINGTAU, CHEFOO & TIENTSIN	"HUIHOW"	On 28th April, 8 A.M.
MANILA	"TAMING"	On 28th April, 4 P.M.
MANILA, ZAMBOANGA, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY, HOBART, LAUNCE- LTON, NEW ZEALAND, MELBOURNE, ADELAIDE, and PERTH	"CHINGTU"	On 11th May, 4 P.M.

The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. Untravelling Table. A daily-qualified Surgeon is carried.

Taking Cargo on through bills of lading to all Yangtze and Northern China Ports.

Taking Cargo and Passengers at through rates or all New Zealand Ports and other Australian Ports.

REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS.

For Freight or Passage, apply to—
BUTTERFIELD & SWIRE,
HONGKONG, 23rd April, 1908. AGENTS

HAMBURG-AMERIKA-LINIE, HAMBURG.

EAST ASIATIC FREIGHT SERVICE.
Regular Sailings from JAPAN, CHINA and PHILIPPINES,
via STRAITS and COLOMBO,
to HAVRE, BREMEN and HAMBURG and to NEW YORK.

TAKING Cargo at Through Rates to all European North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean, Levantine, Black Sea and Baltic Ports, and all North and South American Ports.

Also via Aden or Port Said, by the Company's Arabian and Persian Service to Arabian and Persian Gulf Ports.

NEXT SAILINGS FROM HONGKONG:

OUTWARD	HOMEWARD
FOR SHANGHAI, YOKOHAMA & Kobe: S.S. BRISGAVIA ... 25th April	FOR HAVRE, ROTTERDAM & HAMBURG: S.S. LIBERIA ... 27th April
FOR SHANGHAI, YOKOHAMA & Kobe: S.S. SCANDIA ... 5th May	FOR HAVRE & HAMBURG: S.S. SILESIA ... 10th May
FOR SHANGHAI, YOKOHAMA & Kobe: S.S. ANDALUSIA ... 14th May	FOR HAVRE & HAMBURG: S.S. SENEGAMBIA ... 24th May
FOR SHANGHAI, YOKOHAMA & Kobe: S.S. DORTMUND ... 25th May	
COAST SERVICE	
FOR NAGASAKI & VLADIVOSTOK ... S.S. "KOWLOON" ... 23rd April	

For further Particulars, apply to—
HAMBURG-AMERIKA-LINIE,
HONGKONG OFFICE.
Hongkong, 23rd April, 1908.

NORDDEUTSCHER LLOYD, BREMEN IMPERIAL GERMAN MAIL LINES.

FOR	STEAMERS	TO SAIL
MANILA, NEW GUINEA, BRIS- BANE, SYDNEY & MELBOURNE.	"PRINZ WALDEMAR" Capt. W. von SUNDEN	Thursday, 23rd April, 4 P.M.
YOKOHAMA & Kobe	"PRINZ SIGISMUND" Capt. D. LENZ	About Friday, 1st May.
NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON, ANTWERP & BREMEN	"YORCK" Capt. J. RANDELMANN	Wed. day, 6th May, at Noon.
SHANGHAI, NAGASAKI, Kobe, & YOKOHAMA	"BUELOW" Capt. H. FURMES	About Wed. day, 6th May.
KUDAT & SANDAKAN	"BOENHO" Capt. F. SEMMEL	Middle of May.

For further Particulars apply to
NORDDEUTSCHER LLOYD,
MITSUBISHI & CO.
GENERAL AGENTS, HONGKONG & CHINA.
Hongkong, 23rd April, 1908.

OSAKA SHOSHEN KAISHA.

REGULAR STEAMSHIP SERVICE BETWEEN
HONGKONG, SOUTH CHINA COAST PORTS
AND FORMOSA.

PROPOSED SAILINGS FROM HONGKONG—
SUBJECT TO ALTERATION.

FOR	THE CO'S S.S.	LEAVING
FOOCHOW via SWATOW, and AMOY	"SOSHU MARU" Capt. T. SURUGA	FRIDAY, 24th April, at 9 A.M.
SHANGHAI via SWATOW, AMOY and FOOCHOW	"CHOSHUN MARU" Capt. Y. FUSENO	SATURDAY, 25th April, at 9 A.M.
TAMUI via SWATOW and AMOY	"DAIJIN MARU" Capt. I. SAKURAI	SUNDAY, 26th April, at 10 A.M.

This newly built steamer has made her maiden trip and arrived here from Japan.

These new Steamers have excellent accommodation for First and Second Class Passengers and are fitted throughout with electric light. First-class Cabins Ample. Untravelling Table.

Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

For Freight, Passage, and further information, apply at the Company's local Branch Office Second Floor, No. 1, Queen's Buildings.

Hongkong, 23rd April, 1908. T. ARIMA, Manager.

INDO-CHINA S. NAV. CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).
FOR
SHANGHAI ... "KWONGSANG" ... Saturday, 25th April, Noon.
MANILA ... "LOONGSANG" ... Saturday, 25th April, 4 P.M.
SINGAPORE, PENANG & CALCUTTA ... "NAMSANG" ... Friday, 1st May, 8 P.M.
MANILA ... "YUENSANG" ... Friday, 1st May, 4 P.M.

RETURN TOURS TO JAPAN.

OCCUPYING 24 DAYS.
The steamers "KUTSANG" and "FOOKSANG" leave about every 3 weeks for Shanghai and Yokohama (via Island Sea) returning via Kobe and Moji to Hongkong, providing a stay of 5 to 6 days in Japan. If passengers leave the steamer at Yokohama and rejoin at Kobe. These vessels have all modern improvements and are fitted throughout with Electric Light. A daily qualified surgeon is also carried.

Steamers have superior accommodation for First-Class Passengers and are fitted throughout with Electric Light.

Taking Cargo on Through Bills of Lading to Yangtze Ports, Cusao, Tientsin and Newchwang.

Telephone No. 61.
For Freight or Passage, apply to
JARDINE, MATHESON & Co., LTD.,
HONGKONG, 23rd April, 1908.



NIPPON YUSEN KAISHA. (THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—
SUBJECT TO ALTERATION.

DESTINATIONS.	STEAMERS.	SAILING DATES 1908.
MARSEILLES, LONDON and ANTWERP, via SINGAPORE, PENANG, COLOMBO, and PORT SAID	INABA MARU, Capt. W. Bainbridge, Tons 6189	WED. DAY, 29th April, at Daylight.
VICTORIA, HONGKONG, SHANGHAI, YOKOHAMA, KOBÉ, and YOKOHAMA	KAKAKURA MARU, Capt. H. Fraser, Tons 6128	WED. DAY, 13th May, at Daylight.
SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE, and BRISBANE	SHINANO MARU, Capt. K. Kawara, Tons 6388	TUESDAY, 28th April, at 4 P.M.
BOMBAY via SINGAPORE, and COLOMBO	TANGO MARU, Capt. F. E. Cope, Tons 7483	TUESDAY, 12th May, at 4 P.M.
Kobe	KUMANO MARU, Capt. N. Matheson, Tons 5078	FRIDAY, 15th May, at Noon.
NAGASAKI, KOBÉ and YOKOHAMA	YAWATA MARU, Capt. K. Homma, Tons 3817	FRIDAY, 12th June, at Noon.
YOKOHAMA	YETOROFU MARU, Capt. K. Sato, Tons 3849	TUESDAY, 28th April, at Daylight.
YOKOHAMA	YAWATA MARU, Capt. K. Homma, Tons 3817	SATURDAY, 9th May, at Daylight.
YOKOHAMA	YAWATA MARU, Capt. K. Homma, Tons 3817	WED. DAY, 13th May, at Noon.

Through Passenger Tickets issued to the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTH EAST RAILWAY and Atlantic Steamers. Round the World Tickets also issued. Between Nagasaki and Yokohama, 1st and 2nd Class through Passengers have the option of travelling by Rail.

For Further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office in Prince's Buildings, First Floor, Chater Road.
T. KUSUMOTO,
MANAGER. 356
Hongkong, 22nd April, 1908.

MESSAGERIES MARITIMES.

FRENCH MAIL LINES.

PORTNIGHTLY SERVICE TO AND FROM EUROPE
via SUEZ CANAL.
PORTNIGHTLY SERVICE TO AND FROM JAPAN
via SHANGHAI.

FOR	STEAMERS	TO SAIL
SHANGHAI, KOBÉ & YOKOHAMA	"YARRA" Capt. Sollier	About 27th April.
MARSEILLE via PORTS	"ARMAND BEHIC" Capt. Guionnet	On 28th April, 1 P.M.
SHANGHAI, KOBÉ & YOKOHAMA	"ERNEST SIMONS" Capt. Girard	On 11th May, P.M.
MARSEILLES, via PORTS	"AUSTRALIEN" Capt. Verron	On 12th May, 1 P.M.

Transshipping on the Co's Steamers at Singapore for Batavia, at Colombo for Malacca, Bombay and Australia; at Port Said for the Levant, Constantinople and Black Sea. Through Tickets to London, via Paris, from 27th April up to 27th May. 30 hours Railway from Marseilles to London. Interpreters meet Passengers on their arrival in Marseilles.

For Further Particulars, apply to—
J. MILLET,
Agent,
Queen's Building. 2
Hongkong, 22nd April, 1908.

MITSU BISHI GOSH KAISHA (MITSU BISHI CO.) COAL DEPARTMENT MARUNO-UCHI, TOKYO.

Cable Address, "IWASAKI," which applies to all Branch Offices.

At, ABC 5th Ed., Western Union Codes used. All Letters to be Addressed:

MANAGER, MITSU BISHI CO.
BRANCH OFFICES:—
NAGASAKI, MOJI, KOBÉ, KATSU, SHANGHAI, HONGKONG, & HANKOW.

AGENTS:—
YOKOHAMA: M. ASADA, Esq.
CHINKIANG: Messrs. GRADING & Co.
MANILA: Messrs. MACDONALD & Co.

SOLE PROPRIETORS of Takashima, Ochi, Numazaki, Shinow, and Hojo Collieries.

Sole Agents for MIYAO and KISHIDA KE COALS.
T. MATSUKI, Manager, Hongkong, No. 2, Pedder Street. 1141

NATAL LINE OF STEAMERS

THE Undersigned GENERAL AGENTS in CHINA and JAPAN for the above Line are prepared to issue THROUGH BILLS OF LADING for all the principal ports in SOUTH AFRICA, in connection with INDO-CHINA STEAM NAVIGATION CO.'s fortnightly service hence to CALCUTTA. Sailings from CALCUTTA for CAPS PORTS every fortnight.

For Freight and further particulars apply to
DODWELL & CO., LIMITED
General Agents for China and Japan.
Hongkong, 4th August, 1898.

DAVID COESAR & SON'S
MERCHANT NAVY
NAVY BOILED
LONG FLAX
RELIANCE CROWN
TARPAULING
ABENHOLD, KARBURG & CO.
Sole Agents.

NOW ON SALE

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MALAY STATES, NETHERLANDS
INDIA, PHILIPPINES,
BORNEO, &c.

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THE CHINA DIRECTORY
AND
THE HONGKONG DIRECTORY
AND HONG LIST FOR THE FAR EAST
FOR
1908.

THE FORTY-SIXTH ANNUAL ISSUE

The DIRECTORY covers the whole of the ports and cities of the Far East, from Netherland India to Siberia, in which Europeans reside. Not only is the Directory as full and complete in each case as it can be made, but each Colony, Port, or Settlement is prefaced by a DESCRIPTION, carefully revised each year, most of which will serve as accurate GUIDES FOR THE TOURIST, giving every detail in connection with the place, their History, Topography, &c., &c.

The Information in these Descriptions, consisting of a hundred interesting articles, packed with facts, is not only set out, and containing statistics of the Trade of each Country and Port, would alone suffice to fill a large volume.

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Penang	Calcutta
Bombay	Madras
Canton	Batavia
Swatow	Sourabaya
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